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employee brought to light the fact that he was dead. The Water Bureau then demanded settlement of the claim from the executor, and this individual responded with the advice to "go to the devil." The whole transaction was then referred to the City Solicitor who returned the claim with the comment that hell and the devil were out of his jurisdiction.

CARLETON E. DAVIS.

THE AUTO TRUCK PERIL FOR THE POST HYDRANT

A new problem has appeared for the water-works engineers and superintendents in the destruction of post hydrants by the heavy auto trucks which are now so generally used throughout the country.

Hydrants are so located with reference to the curb line that there is no danger of their being damaged by a horse-drawn truck, but the substitution of auto trucks for horse-drawn trucks has created an entirely different situation. In the winter time, when the street is covered with snow or ice, especially the latter, an auto truck skidding in turning the corner will slide up over the curb and strike a hydrant with sufficient force to break it off, usually at or about the ground line. At all times of the year an auto truck is liable to back up to the curb without paying much attention to the overhang, and on account of the weight and power in the truck, will break off a hydrant, and the driver may hardly be conscious of having struck any obstacle. If a hydrant is placed in a vault, such as is frequently the case with the high-pressure hydrants in the Borough of Manhattan, City of New York, the hydrant branch may be ruptured in place of the hydrant itself. Such an occurrence was the cause of the flooding of the basement of the Postal Telegraph Building, where many thousands of dollars of damage resulted.

The experience in New York has indicated that the strength of the hydrant cannot be made sufficient to prove an effective answer to the problem. High-pressure hydrants, which are $10\frac{7}{8}$ inches in diameter and have a thickness of metal of $\frac{1}{8}$ inch, have been broken as well as the much lighter low-pressure or ordinary type of hydrant.

There are several possible answers to be made to the problem presented. Some will advocate the flush hydrant, which, to date, has not made appreciable progress in this country. In Boston, where both flush and post hydrants are used, the troubles resulting

from the breaking of post hydrants by auto trucks have caused a change to be made in the type of post hydrant, which up to date has opened with the pressure. The compression type hydrant opening against the pressure is to be substituted, and it is expected that the use of the flush hydrants will not be extended. Moving the hydrants from the curb line back to the building line is another possibility. The continuance of hydrants in their present location and adding to the cost of maintenance the replacement of hydrant stand pipes when broken, is the answer which will probably be adopted by the majority of water-works superintendents. This cost is materially reduced if the stand pipes are repaired by welding, which can be done successfully with modern machinery at a cost of from \$6 to \$8 per stand pipe.

The subject is one of such general interest, and offers such opportunity for fruitful discussion, that a prominent place is to be assigned to it at the Round Table portion of the program for the coming convention at Buffalo. The outcome of such discussion should be very helpful to the water works fraternity.

W. W. BRUSH.

LAYING WATER MAINS IN ALLEYS

The plan of laying water mains, gas mains, sewers, steam mains, telephone conduits and all other underground structures, used for the service of the public, in the alleys instead of in the streets is frequently advocated and sometimes tried.

The principal reason given by advocates of the plan is that by laying mains in alleys the streets will be opened less frequently and consequently pavements will be less often disturbed. This is a very good reason, for we will all agree that it is seemingly impossible to replace pavements so as to avoid bumps and holes. It can be done by skillful and conscientious workmen, in the case of first-class pavements, although the poorer the class of pavement the more difficult the job of replacement. The laying of conduits in alleys for light, power, telephone and telegraph lines, is frequently adopted and seems to be practicable in certain districts. Sanitary sewers might often be laid in alleys, but where combined or storm-water sewers are required the difficulty increases because catch-basins must be provided at street intersections.

Of course it is true that nowadays alleys are paved as well as